

# M'ARTHUR DEMOCRAT.

"NO NORTH, NO SOUTH, NO EAST, NO WEST, UNDER THE CONSTITUTION," BUT A SACRED MAINTENANCE OF THAT INSTRUMENT AND TRUE DEVOTION TO OUR COMMON COUNTRY.

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## Railroad Intelligence.

### A COMMUNICATION

ADDRESSED TO THE

**BOSTON BOARD OF TRADE,**  
BY B. SEAVRE AND S. A. COX.  
On the subject of the Scioto and Hocking Valley Railroad, and Mineral Lands in Ohio, together with a report of Preston S. Lincoln, Assistant Engineer of said Road, in relation to its construction and present condition.

[CONCLUDED FROM LAST WEEK.]

learned, the parties who own the mineral lands referred to would now be induced to make a very liberal and advantageous proposal to any persons here who might be willing to come in and secure stock in the road sufficient to give them the means of finishing the work promptly. We believe, from our observation and the best information we could obtain, that so far there has been no useless expenditure on the road. The leading parties connected with it are gentlemen of property, respectability and sagacity. The principal Engineer and Superintendent, J. W. Webb, Esq., and the principal Assistant Engineer, P. S. Lincoln, Esq., are gentlemen upon whom implicit confidence can safely be reposed; any statements, therefore, made by them are, in our opinion, perfectly reliable. We have samples of the Coal and Ore, collected by ourselves, which we shall be glad to exhibit to your Board. It would, in our opinion, be difficult to exaggerate the importance to Boston of opening this new channel of trade with a section of country so rich in agricultural and mineral wealth; but unless we move speedily, all these advantages will go elsewhere. It is not necessary, we are sure, to ask for your influence and that of the Board of Trade in favor of any proper measures promotive of the interest and business of our city, and we can hardly conceive of any that can be suggested, more certain to accomplish these objects than that pointed out in this Communication.

Very respectfully,  
Your obedient servants,  
BENJAMIN SEAVRE,  
S. A. COX.

MR. LINCOLN'S REPORT.

The following Statement, in relation to the construction and present condition of the Scioto and Hocking Valley Railroad is respectfully submitted:—

This Road was chartered by an Act of the General Assembly of the State of Ohio, passed February 20th, 1849, a copy of which, with its amendments, is annexed to this report. Several routes were surveyed but the one finally located and to which this Report refers, commences in Portsmouth, on the Ohio River, 115 miles above Cincinnati, and runs north traversing the counties of Scioto, Jackson, Vinton, Hocking and Perry, and terminates in Newark, the county seat of Licking county.

The length of the road from Portsmouth to Newark is 135 miles. Of this distance, 44 miles, from Portsmouth to Jackson, were put under contract, and work was commenced in the spring of 1851. It was completed and opened for business in the autumn of 1853.

The contract for the extension of the road from Jackson to Newark, a distance of 91 miles, was taken by Messrs. Seymour, Moore & Co., in February, 1853, and work was commenced in March of the same year and carried on with considerable activity, until the pressure of the times rendered a reduction of the force employed advisable, since which time it has proceeded more moderately.

The character of the work upon the Extension is generally light, there being but three heavy points upon the Line; one, a heavy cut at Somerset; the Tunnel, 2400 feet in length, 12 miles south of Somerset, and the Five Mile Summit, 9 miles south of Logan. The first mentioned is two thirds completed. About one half of the expense at the Tunnel is in the approaches, which are of rock, amounting in the aggregate to forty-four hundred feet in length of excavation, averaging twenty feet in depth. The northern approach is completed, and the excavation carried in the Tunnel at that end for one hundred and fifty feet. At the southern approach, it will require four months' work to remove the rock yet remaining, before tunneling can be commenced at that end. The rock met with is principally sand stone, and will form a durable roof for the Tunnel without arching. At the "Five Mile Summit" there is a heavy rock excavation, which is three fourths done. With these exceptions, there is no work of any difficulty or magnitude on the road.

The grading from Jackson to the Junction with the Marietta and Cincinnati Railroad at Charleston, a distance of 11 1/4 miles, is completed, with the exception of dressing up at a few points, and a small amount of bridg-

ing. The iron for this portion of the road has been purchased and is now being delivered at Portsmouth. From Charleston, for a distance of 4 1/2 miles, the work is done in connection with the Marietta and Cincinnati Railroad Company, and this portion can be got ready for the track in a short time.

From the point of divergence from the Marietta and Cincinnati Railroad to McArthur, Vinton county, a distance of 24 miles, the grading is well advanced.

From McArthur to Logan, Hocking county, a distance of 25 1/2 miles, the grading is completed, on thirteen miles, and well advanced on the balance.

From Logan to Somerset, Perry county, a distance of 23 miles, the grading is finished on five miles, and well advanced on five more. Between these two towns, the work being very light, with the exception of the Tunnel, but little has been done, as the track bed could be got ready for the track in a few months, and a part of it would not be available until the completion of the Tunnel.

From Somerset to Newark, a distance of 24 1/2 miles, the grading is completed, with the exception of dressing up at some few points, and the building of two bridges.

Seventeen miles south of Somerset, the Branch Road to the coal mines at Straitsville diverge. This Branch will be 6 1/2 miles in length, and from the favorable nature of the country can be cheaply built. Nothing as yet has been done upon this part of the road.

There is no part of the work yet remaining to be done, with the exception of the Tunnel, which cannot be completed in eight months. Energetic and experienced contractors are engaged upon the Tunnel, sections, and, under favorable circumstances they can be completed in fifteen months.

If the finances of the Company would warrant the expenditure, work could be carried on upon all parts of the road at the same time to advantage. That part of the road from Newark to Somerset, could immediately be made available. The portion from the Tunnel to Jackson could carry freights south. The Branch Road to the mines would be of great value in carrying coals to Logan, from which point, by means of the Hocking Canal, they could be distributed to all parts of the country, and the business of mining and manufacturing iron be well advanced by the time the Tunnel work was completed, and the entire road opened for business.

Should, however, it be found necessary to proceed more slowly, by completing the road from Jackson to McArthur, a large business would immediately be derived from the iron furnaces. Then, by finishing that portion from Logan to the Junction with the Coal Road, and building this branch to Straitsville, those great coal fields would be reached and a profitable business be carried on in the transportation of coal. Also by completing from Somerset to Newark, the coal region would be reached on the north, and large quantities could be shipped to the Lake and intermediate points. The amounts required to carry out either of these plans will be found in the Tables annexed.

The country through which the Scioto and Hocking Valley Railroad passes, is heavily timbered, highly productive, and abounds in coal and iron ore. About one hundred miles of the road traverses the heart of the mineral region of Ohio, embracing an area of near two thousand square miles.

Upon the forty-four miles already in operation, there are twenty-one charcoal furnaces now in blast, each producing, on an average, from eight to ten tons of pig metal per day, making, in the aggregate, over 50,000 tons per annum, all of which now passes over the road to the river.—When the Road is completed to Newark a large portion of this will be taken north.

By the monthly returns of J. W. Webb, Esq., Chief Engineer and Superintendent, the earnings for this portion of the road for the eight months ending January 1st, 1855, amounted to \$59,126 98. The running expenses have in no instance amounted to more than thirty-three and one third per cent. of the earnings. But putting it at forty per cent. and we have remaining \$37,496 19 as net earnings, or seven and one half per cent. per annum on its cost. This was from business along the line of the road exclusively, and in an extremely unfavorable season, as, owing to the unusually low stage of water in the Ohio River during the past year, no amount of iron could be shipped from Portsmouth, and in consequence much metal that was made was retained at the furnaces until the opening of navigation. It is estimated that there are now fifteen thousand tons of pig iron laying along the road at various points ready to be shipped.

Between Jackson and Charleston there are now in blast, four charcoal furnaces, and three more will be in operation by spring. Seven miles south of Logan one is in process of

construction, and at and near Logan are two in operation. Sites for furnaces at various points along the road, still unoccupied, are unequalled, and, with those already in operation, will furnish an unending business for the road, independent of the coal trade, which must form a large item. The country north and west from Newark is entirely destitute of coal and iron, and the demand for these minerals will always be large, and must be supplied in great measure from the region through which this road passes.

The following extract from the "Exhibit of the Scioto and Hocking Valley Railroad Company," published March 1853, will convey some idea of what the business of the road may be when completed.

The following Estimate of the Earnings of the road from Portsmouth to Newark has been carefully made up, and is an approximation to the truth as near as can at present be made. The prices are put low, and the tonnage far within the limits of the demand and supply.

1,000,000 bushels wheat, at \$1.00	\$1,000,000 00
1,000,000 bushels corn, at 75 cts.	750,000 00
200,000 tons other agricultural products including stock, at \$2 per ton	400,000 00
50,000 tons iron at \$1.75 per ton	87,500 00
100,000 tons coal, at \$1.50 per ton	150,000 00
20,000 passengers, average \$3.	60,000 00
Mail and Express.	15,000 00
20,000 tons other merchandise, at \$3.	60,000 00
	\$2,022,500 00

"The above estimate for coal is based upon the fact there is no coal north or west from Newark, and that the coal necessary to supply the populous and wealthy country north of that point, as well as the Lake Erie at Sandusky and Huron, must be supplied from the south part of Perry county. And also upon the fact that the coal consumption at Cincinnati and Portsmouth and the intermediate towns, exceeds annually 1,000,000 tons, and that there is no coal which flows down the Ohio River, that bears any comparison in point of pleasantness for domestic use or suitability for manufacturing purposes, with the coal of Jackson county; and the inference from these facts is that the demand will if anything exceed the above amount."

"But when it is considered that freights from New Orleans to Portsmouth are about the same as to Cincinnati, and that the distance from Portsmouth to Newark will be some seventeen miles less than from Cincinnati; when it is known that groceries and goods can and will be sold as low at Portsmouth as Cincinnati, it would be reasonable to conclude that most of the supplies for Newark and north, certainly all south of Newark, would take this route, and very much increase the above estimate. "But entirely excluding this feature of the case and allow one half of the above earnings to cover running expenses, repairs and deterioration, and we have over 10 per cent. on the entire cost of making and furnishing the road as its net earnings."

"But the Road has only to be located through the mineral region, to secure an increase of its furnaces by at least double the present number on or near its line. After its completion, no one, acquainted with the facts, would presume to set a limit to the increase in the business and in the population of that district, the materials being thus accessible, sufficient for almost any number of furnaces."

"In a country so abounding in all the elements of wealth, with resources so desirable and diffused, capable of so dense a population, and so inviting to enterprise and industry, no fear need be entertained, but that a Railroad passing through it will have business fully equal to its utmost capacity."

The connections of this road are both numerous and important. At Portsmouth it will connect with the Marietta and Big Sandy Railroad, now in process of construction; and with the long chain of roads thro' Kentucky and Tennessee and the Southwest.

At Jackson it will connect with the Hillsborough and Cincinnati Railroad, and at Charleston with the Marietta and Cincinnati Railroad. Both of these roads are designed to connect with the Baltimore and Ohio Railroad, and both are completed and in operation in part.

Six miles south of Somerset it connects with the Cincinnati, Wilmington and Zanesville Railroad, which is already in operation to Lancaster, a point 120 miles from Cincinnati.

FREIGHT	Lake Erie,	Buffalo,	New-York,	Boston,	Mining,	Total.
On 2000 lbs	\$2.00	\$1.25	\$4.00	.50 add	\$0.75	\$8.50
On 2240 "	2.24	1.39	4.48	.50 add	0.75	9.24

Jackson to Charleston, 11 1/4 miles,	Grading and Masonry, Bridging,	\$1,691 00 3,312 00	\$5,003 00
Charleston to McArthur, 7 1/2 miles,	Grading and Masonry, Bridging,	\$27,624 00 1,300 00	28,924 00
McArthur to Logan, 25 1/2 miles,	Grading and Masonry, Bridging,	72,691 00 11,700 00	\$84,391 00
Logan to Somerset, 22 miles,	Grading and Masonry, Bridging,	172,869 00 5,000 00	177,869 00

At Newark it connects with the Central Ohio, Steubenville and Indiana, and Sandusky, Mansfield and Newark Railroads. The Central Ohio Railroad is now completed and running from Columbus to Wheeling, at which point it connects with the Baltimore and Ohio Railroad. The Steubenville and Indiana Railroad is completed, and in operation to within eight miles of Newark, and will reach this place during the present month. This Road, by means of the Pittsburgh and Steubenville Railroad, now in progress, connects immediately with the Pennsylvania Central Railroad, at its eastern terminus; while at its western it will connect with the roads running westward through Ohio, Indiana and Illinois.

With the Sandusky, Mansfield and Newark Railroad, will be the most important connection of the Scioto and Hocking Valley Railroad. The gauge of these two roads is the same, being five feet four inches, and thus there will be an uninterrupted communication between Portsmouth on the Ohio River, and Sandusky City and Huron on Lake Erie, a distance of 251 miles; and freight and passengers will be carried through without change of cars. From the physical features of the country, there can be no competing road, and the interests of the two Companies are therefore identical.

The Sandusky, Mansfield and Newark Railroad intersects the Ohio and Pennsylvania Railroad, at Mansfield. This Road, by means of the Ohio and Indiana, Chicago and Fort Wayne Railroads, forms a direct communication between Pittsburgh and Chicago. At Shelby it connects with the Cleveland and Columbus Railroad, and at Monroeville with the Cleveland and Toledo Railroad, thus obtaining another connection with Chicago and the Northwest.

In addition to these roads there are several others projected, with which the Scioto and Hocking Valley Railroad would connect, but only those have been enumerated which are either wholly, or in part in operation.

Appended will be found tables of the estimates of the amounts necessary to complete the grading, masonry, and bridging on the Scioto and Hocking Valley Railroad, also to put it in complete running order. That marked A, exhibits the amount necessary to complete the whole road. B, to complete from Newark to Straitsville, by which those vast coal fields would be reached, and a large business at once opened in the transportation of coal. C, exhibits the amount required to complete from Straitsville to Logan, by which an earlier communication with the mines could be made, and, by means of the Hocking Canal, coal could be shipped to all parts of the country. This part of the Road could be put in running order in six months.

These "Estimates to complete," are of the amounts of Cash, which must be paid out to the sub-contractors for work as it progresses, by Seymour, Moore and Co., the original contractors.

The line for the Branch Road was surveyed for the distance of 6 1/2 miles, over a mile of which was on the lands owned by the Coal Company. But the coal veins can be reached and a favorable location for a terminus selected by building only 5 miles, which will reduce the amount necessary to be expended on that portion of the Road.

By the completion of the Scioto & Hocking Valley Railroad, a section of country, highly important in an agricultural point of view, and unsurpassed in mineral wealth, would be opened; its resources, which, for want of a sufficient communication with a market, are comparatively unappreciated, would be developed, and a great accession be made to the business of the country. Add to this, that the Road can be cheaply built, can have no direct competition, and will, from its various connections with other Railroads, be in communication with all parts of the country; and it offers great inducements, both to the capitalist and those who are seeking a safe and profitable investment.

P. S. LINCOLN,  
PRINCIPAL ASSISTANT ENGINEER.  
Engineer's Office, S. & H. V. R. R.  
Somerset, Perry County, O.,  
January 1st, 1855.

Somerset to Newark, 24 1/2 miles,	Grading and Masonry, Bridging,	3,500 00 4,000 00	7,500 00
Branch Road to Straitsville, 6 1/2 miles,	Grading and Masonry, Bridging,	22,633 00 2,500 00	25,133 00

Total amount of cash required to complete Grading, Masonry and Bridging, \$328,820 00  
According to the estimate of work done, returned by Mr. Webb, the Chief Engineer, on August 1st, 1854, there had been expended at that time, for Grading, Masonry, and Bridging, Land Damages and Engineering, the sum of \$492,259 62  
Add for work done since that time, 59,520 00  
Total amount expended, \$551,670 62

Newark to Somerset, 24 1/2 miles,	Grading and Masonry, Bridging,	\$3,500 00 4,000 00	\$7,500 00
Somerset to Junction, 17 miles,	Grading and Masonry, Bridging,	161,869 00 4,000 00	165,869 00
Junction to Straitsville, 6 1/2 miles,	Grading and Masonry, Bridging,	22,633 00 2,500 00	25,133 00
Superstructure, 47 5/6 miles, at \$8,316 20 per mile,			\$397,763 84
Total amount required to complete from Newark to Straitsville, \$596,203 84			

Straitsville to Junction, 6 1/2 miles,	Grading and Masonry, Bridging,	\$22,633 00 2,500 00	\$25,133 00
Junction to Logan, 5 miles,	Grading and Masonry, Bridging,	11,000 00 1,000 00	12,000 00
Superstructure, 11 1/4 miles, at \$8,316 20 per mile,			\$95,636 80
Total amount required to complete from Straitsville to Logan, \$132,769 80			

In addition to the above items, the Land Damages on the Branch Road will cost not to exceed \$500 per mile.

ESTIMATE OF THE COST OF SUPERSTRUCTURE AND FIXTURES. MAIN ROAD, 91 MILES IN LENGTH.

900 tons iron rails, 60 lbs. per yard, at \$70 per ton,	\$63,000 00
Chairs and Spikes, at \$510 per mile,	46,410 00
Cross Ties, at \$528 per mile,	48,048 00
Track Laying, etc., at \$350 per mile,	31,850 00
	\$756,308 00

BRANCH ROAD TO MINES, 6 1/2 MILES.

650 tons iron rails, 60 lbs. per yard, at \$70 per ton,	\$45,500 00
Chairs and Spikes, at \$510 per mile,	3,315 00
Cross Ties, \$528 per mile,	3,432 00
Track Laying, etc., at \$350 per mile,	2,275 00
	\$54,522 00

Total cost of Superstructure equals \$8,316 20 per mile, \$810,830 00  
Sidings, Turn Tables and Water Tanks, 20,000 00  
Total cost of Superstructure and Fixtures, \$830,830 00  
The Track to be laid in a good and permanent manner, with the "T" rail, and wrought iron Chairs.

RECAPITULATION:  
Amount required to complete Grading, Masonry and Bridging from Jackson to Newark, with Branch to Straitsville, 97 1/2 miles, \$328,820 00  
Superstructure and Fixtures, \$507,463 00

Total amount required to put the whole road in running order, \$1,159,650 00  
The cost of the 44 miles from Portsmouth to Jackson, when completed and in running order, was \$750,000.  
Estimated cost of whole road from Portsmouth to Newark, 135 miles, including equipments, fixtures, depot grounds, contingencies, etc., \$2,275,000.  
The means of the Company consist of as follows, viz:—  
County and City Subscriptions, \$300,000 00  
Individual Subscriptions, including amount taken by Contractors, and for Right of Way, 1,000,000 00  
Mortgaged Bonds on Road from Portsmouth to Jackson, 44 miles, 300,000 00  
Mortgaged Bonds covering whole road, 135 miles, 1,000,000 00  
Income Bonds, 125,000 00  
Total, \$2,725,000 00

## Hungry Hollow.

This is the name of a wild valley, bounded by rugged cliffs and precipitous peaks, on the line of the M. & C. Railroad, near the boundaries of Vinton and Jackson counties. The "Hollow" extends from near Byers', 24 miles E. of Chillicothe, to its Eastern boundary, some four miles West of Hamden, being about five miles in length. The old hunting streams, Friend Lick, and Pigeon Creek, drain the valley into the Middle Fork of Salt Creek—at times bounding on wards torrent fashion, and anon hurrying thro' tiny rivulets. This valley presents some of the wildest and rudest scenery to be found in Southern Ohio. In many places, escarpments of solid rock from one to two hundred feet high, are seen, clothed with laurel and crowned by a stunted growth of oak. Here, some of the most difficult and expensive work on the Railroad had to be encountered. Within a single mile, over 700 feet of tunneling, in two different drifts, and 1200 yards of high and strong tresselling, became necessary. About two miles from the hither end of the hollow, the enterprising proprietors of the Cincinnati Furnace, have built their works and village—nearly ready for active operations, on a large and economic scale. Here the miner's pick, the carpenter's saw, the smith's forge, and the axe of the woodman, awake the echoes of the glen, where, but 2 years ago, Solitude held her court. Within a mile of the Furnace, the nearest coaling drifts to our city and Cincinnati, are made in the hill, on lands belonging to a gentleman of this place. The coal is of the best quality, for parlor, cooking, &c., and is conveniently mined. Workable iron stone is found, in several strata, both above and below these works—though not of

the mountain limestone variety, so much prized by mineral men, which indispensable ore has to be brought from a point on the road, 10 miles E. from the stack. This "Hungry Hollow" locality, is an interesting one, on several accounts, and we expect to see health-seekers, and persons of leisure, wending thither, on the opening of railway travel eastward, as to one of the most attractive spots on the line. The dense forests and limpid springs, of the vicinity will afford grateful retreats and refreshment from the dust and heat of the neighboring cities.—We must not omit to state, that the glen owes its name to Capt. A. Kennedy, C. E., who, in his preliminary surveys through it, was often obliged to fast all day, and camp out all night, from the lack of human habitations, and 'native' inhabitants.—*Chil. Adv.*

Utility should be the chief aim of all inventions. A friend of our is about to bring out a saw-horse that will load itself, keep out of the way of the women folks, and help Patrick get in the coal. The rest of the week is to be employed in trotting out the baby-carriage. A patent will be attached to it. The saw-horse with utilitarian wrinkles is a full sized institution.

We cut the following advertisement from a paper published in the far West; it is too good to be lost, and so we lay it before our readers in the exact style we found it:

TO RENT—A House on Mellow avenue, located immediately alongside of a fine plum garden, from which an abundant supply of the most delicious fruit may be stolen during the whole season. Rent low, and the greater part taken in plums.  
April 1st, '54. 3w.

Steel assassins—the passions kill. Where is the difference?  
It is announced that great gold discoveries have been made in Brazil.